





## Insurances.

NOTICE.  
THE following Resolutions having reference to Insurance in Hongkong, adopted at a Meeting in London of the various Fire Insurance Companies represented in Hongkong and by the Hongkong Fire Insurance Company, are circulated for general information:—

1st.—That in future, the rates for short periods be calculated as follows:

Not exceeding one month,  $\frac{1}{4}$  of the annual rate.

Above one month and not exceeding three months,  $\frac{1}{2}$  " "

Above three months and not exceeding six months,  $\frac{1}{3}$  " "

Above six months, the full annual rate.

2nd.—That Petroleum and its Products should be stored by themselves in buildings constructed in conformity with the following regulations:—

The Building to be of Ground Floor only, constructed of Brick or Stone, with Tile, Slate or Metal roof, such roof to have apertures for the purpose of ventilation, the whole of such building to be sunk at least two feet below the surface of the road or street, or in the event of the floor not being sunk, then any openings in the walls of said building to be built up to the height of at least three feet above the level of the road or street, in order to prevent the petroleum, &c. flowing out of the building in case of fire.

3rd.—That Saltpetre and Nitrates should be stored in like manner in buildings of substantial structure (without internal wood work) appropriated exclusively to such articles.

4th.—That the rate for the foregoing articles be not less than (2%) two per cent. per annum.

5th.—That Gunpowder should be stored in some fitting place either on shore or in the Bay, under proper regulations and at sufficient distance from all other property.

6th.—That a clause be inserted in every policy covering ordinary godowns, declaring that Petroleum and its products, Saltpetre, Nitrates and Gunpowder, are not deposited therein.

7th.—That the foregoing regulations regarding the storage of goods do come into operation on and after the 6th July next.

8th.—That no Insurances on Chinese Houses shall in future be taken at a lower rate than (2%) two and a half per cent. per annum.

Hongkong, April 6, 1868.

JARDINE, MATHESON & Co., Agents, Alliance Fire Assurance Company, and General Managers

Hongkong Fire Insurance Company,

GIBB, LIVINGSTON & Co., Agents China Fire Insurance Company,

Imperial Fire Insurance Company,

Phoxis Assurance Company,

Liverpool and London & Globe Insurance Company.

R. S. WALKER & Co., Agents, Royal Insurance Company of Liverpool.

ARNOLD, KARBERG & Co., Agents, Lancashire Insurance Company

HOLLIDAY, WISE & Co., Agents, London Assurance Corporation,

Queen Fire Insurance Company,

Manchester Fire Assurance Company.

GILMAN & Co., Agents, North British and Mercantile Insurance Company.

Hongkong, March 9, 1868.

THE QUEEN INSURANCE COMPANY.

CAPITAL.—TWO MILLION STERLING.

THE Undersigned having been appointed Agents for the above named Company are prepared to grant Policies against Fire, either at this Port, or at Macao, Canton or Whampoa, to the extent of £15,000, in any one Risk upon Building or Merchandise, on the usual terms.

HOLLIDAY, WISE & Co.

Hongkong, June 8, 1868.

NOTICE.

QUEEN INSURANCE COMPANY.

THE following Rates will be charged in future for short period Insurances, viz:—

Not exceeding 1 month,  $\frac{1}{4}$  per cent.

Above 1 month and not exceeding 3 months,  $\frac{1}{2}$  " do.

Above 3 m'ths and not exceeding 6,  $\frac{1}{3}$  " do.

Above 6 months, the full annual rate.

HOLLIDAY, WISE & Co.

Hongkong, April 8, 1868.

THE LONDON ASSURANCE CORPORATION.

THE Undersigned having been appointed Agents of the above Corporation are prepared to grant Fire and Marine Insurance on the usual Terms.

HOLLIDAY, WISE & Co.

Hongkong, December 26, 1867.

LONDON ASSURANCE CORPORATION.

THE following rates will in future be charged for Short Period Insurances:

Per pro the Berne Company, Limited, JOHN FRASER,

Agents, Commercial Union Insurance Company.

23/28

HONGKONG FIRE INSURANCE COMPANY.

NOTICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz:—

Not exceeding  $\frac{1}{4}$  of the Annual Rate.

Above 1 month,  $\frac{1}{2}$  " "

and not exceeding three months,  $\frac{1}{3}$  " "

Above 3 m'ths and not exceeding six months,  $\frac{1}{4}$  " "

Above 6 m'ths, the full Annual Rate.

JARDINE, MATHESON & Co., General Managers,

Hongkong, April 7, 1868.

ALLIANCE FIRE INSURANCE COMPANY.

NOTICE.

FROM and after this date the following rates will be charged for Short Period Insurances, viz:—

Not exceeding  $\frac{1}{4}$  of the Annual Rate.

Above 1 month,  $\frac{1}{2}$  " "

and not exceeding three months,  $\frac{1}{3}$  " "

Above 3 m'ths and not exceeding six months,  $\frac{1}{4}$  " "

Above 6 m'ths, the full Annual Rate.

JARDINE, MATHESON & Co., Agents, Alliance Fire Assurance Company,

Hongkong, April 7, 1868.

IMPERIAL FIRE INSURANCE COMPANY.

THE Undersigned having been appointed Agents for the above Company at this Port, are prepared to grant Policies against Fire to the extent of £80,000 on Buildings, or on Goods stored therein.

ROB. S. WALKER & Co., Agents, Royal Insurance Company,

Hongkong, August 24, 1868.

NOTICE.

## Insurances.

NOTICE.

NORTH BRITISH & MERCANTILE INSURANCE COMPANY.

Incorporated by Royal Charter and Special Acts of Parliament.

ESTABLISHED 1809.

CAPITAL £2,000,000.

ACCUMULATED FUNDS £2,233,927.

ANNUAL REVENUE £407,263.

THE Undersigned Agents at Hongkong

for the above Company are prepared

to grant Policies against FIRE, to the

extent of £10,000 on any Building, or on

Merchandise in the same.

GILMAN & Co.

Agents, Imperial Fire Insurance Company,

Hongkong, April 7, 1868.

NOTICE.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

FROM and after this date the following

Rates will be charged for Short Period

Insurances, viz:—

Above 1 month and not exceeding 3,  $\frac{1}{4}$  of the annual rate.

Above 3 months and not exceeding 6,  $\frac{1}{2}$  " do.

Above 6 months, the full annual rate.

GIBB, LIVINGSTON & Co.

Agents, Imperial Fire Insurance Company,

Hongkong, April 7, 1868.

NOTICE.

NORTH BRITISH AND MERCANTILE INSURANCE COMPANY.

REDUCTION IN THE RATES OF PREMIUM.

UNTIL further notice the following Annual Rates will be charged for FIRE Insurance, viz:—

Detailed and Semi-detached Dwelling Houses removed from the Town, and their Contents,  $\frac{1}{2}$  per cent.

Other Dwelling Houses used strictly as such, and their Contents,  $\frac{1}{2}$  per cent.

Godowns, Offices, Shops, &c. and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co.

Agents, Imperial Fire Insurance Company,

Hongkong, April 7, 1868.

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Godowns, Offices, Shops, &c. and their Contents, 1 per cent.

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Agents, Imperial Fire Insurance Company,

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Godowns, Offices, Shops, &c. and their Contents, 1 per cent.

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Hongkong, April 7, 1868.

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Other Dwelling Houses used strictly as such, and their Contents,  $\frac{1}{2}$  per cent.

Godowns, Offices, Shops, &c. and their Contents, 1 per cent.

GIBB, LIVINGSTON & Co.

Agents, Imperial Fire Insurance Company,

Hongkong, April 7, 1868.

## Insurances.

A SEA & FIRE INSURANCE COMPANY.  
Designated having been appointed  
in Hongkong for the above  
COMPANY are prepared to grant  
RISKS, at current rates;  
RUSSELL & CO.  
April 1, 1868.

CASHIRE INSURANCE  
COMPANY.

(FIRE AND LIFE.)  
Two Millions Sterling.  
Designated are prepared to grant  
RISKS against the Risk of FIRE or  
on Goods stored, therein, on  
Hats, on Goods, on board  
Hulls of Vessels in  
usual Terms and Conditions.  
For Life Assurance will be  
transmitted to the Directors  
of the  
Protection will be granted on  
Lives up to £1000 on a Single  
Policy of Premiums, forms of  
policy other information apply to  
HOLD KARBERG & CO.  
Agents Hongkong & Canton,  
January 4, 1867.

DE OOSTERLING  
D FIRE INSURANCE COMPANY OF BATAVIA.

NG SEA AND FIRE INSUR-  
COMPANY OF SAMARANG.  
Designated having been appointed  
in Hongkong for the above  
COMPANY are prepared to grant  
RISKS on the usual  
SIEMSEN & CO.  
August 1866.

MARANG SEA AND  
INSURANCE COMPANY OF  
SAMARANG.

Designated having been appointed  
in Macao for the above named  
are prepared to grant  
RISKS at the current Rates,  
RAYNAL & CO.  
Aug. 4, 1868.

CHANTS' MUTUAL  
INSURANCE COMPANY,  
SAN FRANCISCO.

UP CAPITAL, \$500,000.  
Designated having been appointed  
in Hongkong and China for  
COMPANY are prepared to grant  
RISKS at the current Rates,  
OLYPHANT & CO.  
August 9, 1867.

ON FIRE OFFICE.  
Designated having been appointed  
for the above Office, are prepared  
to grant RISKS against FIRE, on  
Terms and Conditions.  
also be accepted at the follow-

By MESSRS DEACON & CO.  
E. L. BANCA, Esq.  
MESSRS BOYD & CO.  
MESSRS KINNAAR & CO.  
Circulars of Rates, &c., may be  
application to  
SAM SCOTT & CO., Agents,  
May 22, 1868.

NOTICE.  
IAN FIRE INSURANCE  
COMPANY.

ing Rates will be charged in  
for Short Period Insurances,  
1 month, 1 per cent.  
eeding 3, 1/2 do.  
months and  
eeding 6, 2 do.  
months, the full annual rate.  
RED WILKINSON & CO.,  
Guardian Assurance Company,  
April 7, 1868. jms

NOTICE.

N ASSURANCE COMPANY.  
After this date the following  
will be charged for Short Period  
one month  
1/2 month  
months  
months  
months, the full annual rate.  
TURNER & CO.,  
Agents.  
April 13, 1868.

CASHIRE INSURANCE  
COMPANY.

NOTICE.  
od after this date the following  
will be charged on short period  
viz.—  
1/2 of the Annual Rate.  
month  
month  
months  
months, the full annual rate.  
WILLARD & CO.,  
Agents.  
April 13, 1868.

NOTICE.  
od after this date the following  
will be charged on short period  
viz.—  
1/2 of the Annual Rate.  
month  
month  
months  
months, the full annual rate.  
WILLARD & CO.,  
Agents.  
April 13, 1868.

NOTICE.

RENTS and Accounts COLLECTED with  
punctuality and despatch.  
And,

## Intimations.

KÖNIGLICH PREUßISCHE CONSULAT,  
HONGKONG, den 6ten April, 1868.  
DIE nachstehende Bekanntmachung des  
Königlich Preussischen General Consulats zu Schanghai bringt hierdurch zu  
Kunde der Unterthanen der Norddeutschen  
Bundesstaaten.

J. MENKE,  
Stellvertretender Königlich Preussischer  
Consul.

## BEKANNTMACHUNG.

NAH dem Norddeutschen Bundes-  
Gesetz vom 25ten October 1867 haben  
alle Kaufahrtschiffe der Bundesstaaten,  
also namentlich die Preussen, Mecklen-  
burg, Oldenburgs und der Städte Bremen,  
Hamburg und Lübeck vom 1ten April 1868  
als Nationalflagge ausschließlich die  
Bundesflagge zu führen.

Dieselbe bildet nach der Königlichen im  
Namen des Bundes erlassenen Verordnung  
vom 25ten October 1867 ein längliches  
Rechteck, bestehend aus drei gleichbreiten  
horizontalen Streifen, von welchen der obere  
schwarz, der mittlere weiß und der untere  
rot ist. Das Verhältniss der Höhe der  
Flagge zur Länge ist ein zu drei. Die  
Bundesflagge wird von den Schiffen am Heck  
oder am hinteren Maste—and zwar in der  
Regel an der Gaffel dieses Mastes, in Er-  
haltung einer solchen aber am Top oder am  
Want geführt. Ein besonderes Abzeichen in  
der Bundesflagge oder einen Wimpel zu  
führen, ähnlich demjenigen Kriegsmarine  
der Norddeutschen Bundes, ist den Kauf-  
ahrtschiffen nicht gestattet.

Die Lootsenflagge der Norddeutschen  
ist die neue Bundesflagge im kleinen For-  
mat, rings umgeben von einem weissen  
Streifen, dessen Breite gleich der der inneren  
Streifen ist.

Die Kaufahrtschiffe haben die Bundes-  
flagge stets zu hissen, sobald sie ein Schiff  
oder Fahrzeug der Bundeskriegsmarine,  
eine Festung oder ein Küstenfort passieren,  
welche ihre Nationalflagge gesetzt haben.  
Dasselbe gilt bei der Begegnung mit Kriegs-  
schiffen befehlender Macht auf See.

Nach § 18 des Flaggengesetzes genügen  
die bisher von einzelnen Landesbehörden  
ertheilten Certificate auch zur Führung der  
Bundesflagge. Alle nur mit intermissionischen  
Consular-Certificates versehenen norddeut-  
schen Schiffen haben indessen sofort ihre  
Eintrüfung in der Heimat zu bewirken.  
Königlich Preussisches General Consulat,  
TETTENBORN.

Shanghai, den 31sten März, 1868.

KÖNIGLICH PREUßISCHE  
CONSULAT.

HONGKONG, den 9ten März, 1868.

Die nachstehende Bekanntmachung des  
Königlichen Geschäftsträgers zu Ja-  
pan wird hierdurch zu Kundste der preu-  
sischen Unterthanen und Schutzgenossen  
gebracht,

J. MENKE,  
Stellvertretender Consul.

## BEKANNTMACHUNG.

Da nach offiziellen Nachrichten in Japan  
der Krieg zwischen Seiner Majestät dem  
Mikado und den Taikuhu ausgebrochen ist,  
ist, und die Beobachtung streng neutral  
ist, dadurch nothwendig wird so nach  
der Unterzeichnute Geschäftsträger Seiner  
Majestät des Königs von Preussen in Ja-  
pan die preussischen Unterthanen und  
Schutzgenossen darauf aufmerksam, dass  
eine Beteiligung an dem Kriege, selbst in  
der Eigenschaft als Nicht-Combatant, die  
Zuführung von Kriegs- und Transportschiffen,  
die Zuführung und Beförderung von  
Militärpersoen, Depeschen und zur Kriegs-  
contrebande gehörigen Gegenständen in  
preussischen Kaufahrtschiffen für irgend  
einen der beiden Theile nach den Grundsät-  
zen des Volkserths eine Verletzung der  
Neutralität in sich schliessen und als feind-  
liche gehandelt werden können.

Die im Militärdienste befindlichen Per-  
sonen können daher nach Kriegsgebräuch  
behandelt werden, während die Schiffe und  
sonstige Transportmittel der Wagnahme  
und Confiscaion unterliegen, welche auch  
auf die Uebrige, etwa vorhandene, Neutral-  
ten gehörige Ladung ausgedehnt werden  
kann.

Die Verletzung der Neutralität durch  
preussische Unterthanen und Schiffe würde  
dieselben ausserdem der Gefahr aussetzen,  
ihre Ansprüche und den Schutz der König-  
lichen Regierung sowie auf die in dem  
preussisch-japanischen Vertrage garantirten  
Rechte und Privilegien verlustig zu gehen.

Hirogo, 1868, den 18ten Februar, 1868.  
Der Königliche Geschäftsträger,  
(gez.) VON BRANDT.

NOTICE.

THE Members of the late Hongkong Vo-  
lunteer Corps are hereby requested to  
return without delay to the Undersigned  
the Rifles they have been allowed to re-  
tain pending sanction for their purchase,  
the same not having been allowed.

H. COHEN.

Hongkong, March 13, 1868.

## WANTED

BY A Gentleman just arrived, a Situation  
as Book-keeper and Account-  
ant. Good shorthand writer; thoroughly  
understands Shipping and Insurance. Ad-  
dress "H. B. B." Office of this paper.  
Hongkong, January 18, 1868.

## NOTICE.

WANTED by a YOUNG MAN, a situa-  
tion as Clerk or Book-keeper. A  
nominal salary would be accepted, immediate  
employment being a greater object.  
Highest references can be given.  
Address "E." China Mail Office.  
Hongkong, December 27, 1867.

## NOTICE.

RENTS and Accounts COLLECTED with  
punctuality and despatch.  
And,

DISTRIBUT. WARRANTS, for Rent IS-  
UED and EXECUTED.  
Security, if required.

THOS. W. BARRINGTON,  
63, Victoria Street.

Hongkong, February 17, 1868.

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Hongkong, February 17, 1868.

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THOS.

4  
For Sale.

SMALL Lot of Superior Old PORT WINE, Th. Cy. Sandeman, Oporto. Fine Dry MADEIRA. Fine CHAMPAGNE, COGNAC. Various Superior Hungarian WINES. Wm. PUSTAU & Co. Hongkong, August 6, 1867.

FOR SALE.  
THE desirable PROPERTY on Queen's Road, lately occupied by Messrs SMITH KENNEDY & Co.  
For further particulars, apply to SMITH, ARCHER & Co. Hongkong, September 2, 1867.

FOR SALE.  
JULES MUMM & Co.'s CHAMPAGNE. MUMM & Co.'s HOCK & MOSELLE, qts. and pts. Chillingworth's SHERRY and PORT. CHAMBERTIN, WHISKEY. WHITE & PHILIP'S BRANDY. MARSHALL'S ALE, draught and bottle. BARCLAY & SONS' STOUT. BRIDGES & SONS' PORTER. ROB. S. WALKER & Co. Hongkong November 20, 1867.

FOR SALE.  
TATHAM'S BRANDY in 1 doz. cases. SHERRY " 3 " PORT " 2 " CLARET " 1 " BIRLEY & Co. Hongkong, April 9, 1867.

FOR SALE.  
150 CASES Martinez' Aromatic BITTERS, superior quality. 100 cases SHERRY. 100 " PORT. 100 " MULLER & CLAUSSSEN. Hongkong, January 13, 1868.

FOR SALE.  
2 BROADWOOD'S Grand PIANOS, may be had at Wholesale Price. Address "A," Office of this paper. Hongkong, December 31, 1867.

FOR SALE.  
R. W. W. { Very Superior DRY SHERRY in 2 doz. cases.  
V. S. D. S. } Superior DRY SHERRY  
R. W. W. } in 2 doz. cases.  
S. P. S. } Just received ex "THE TWEED."  
Apply to MORGAN, LAMBERT & Co. Hongkong, February 1, 1868.

FOR SALE.  
CHAMPAGNE in quarts and pints. Due de Montebello. Eugen Clouquet. De St. Marceaux & Co. HESSE & Co. Hongkong, February 7, 1868.

GOOD INVESTMENT FOR THE OPEN PORTS IN JAPAN.  
FOR SALE AT INVOICE COST.  
GERMAN Printing Establishment, A quite new, containing one Cylinder Press, made in Hamburg, a small hand Press, a great quantity of Fancy and running Types, wrought iron Posts, &c.; complete in every respect. Delivery may be had at once. Invoice price \$2,000.

For particulars, apply to C. A. SOINTZ, or to DE SOINTZ & Co. Hongkong, March 6, 1868.

FOR SALE.  
A FEW Silicated Carbon FILTERS of various Sizes and Patterns. Hip Shower BATHS. RAY & Co. Hongkong, April 13, 1868.

FOR SALE.  
20,000 CUBIC FEET MANILA TIMBER, to arrive per French Barque "MARI MORTON." Apply to REYNVAIN BROTHERS & Co. Hongkong, February 26, 1868.

FOR SALE.  
JUST LANDED.  
FEW cases Superior Manila CIGARS and CHEROOTS. A splendid assortment of genuine Havana CIGARETTES. RUSSIAN CIGARETTES. BIELFIELD and ZACHARIAE. Hongkong, April 29, 1868.

FOR SALE.  
DOWNTON'S PUMPS as under. One 7 inch, 3 ft. 6 in. diameter, with Cast Iron flywheel and handles, and with 6 hole 7 inch suction plate, with goose neck pipes and fittings complete. One 5 1/2 inch, 3 ft. 6 in. diameter, with 6 hole 7 inch suction plate, with goose neck pipes and fittings complete. Two 6 inch Gun Metal Fire ENGINES, with Hoses complete. H. W. RAY & Co. Hongkong, January 21, 1868.

FOR SALE.  
HENREY'S BRANDY, in 1 dozen cases. MARTELL'S BRANDY, in 1 dozen cases. DUFF & GORDON'S Tonic SHERRY, in 1 dozen cases. BYASS' Old PORT, in 1 dozen cases. Bass's Pale ALE, in quarts. Bottled by Cameron and Saunders. BAROLAY'S PORTER, in pints. Bottled by Cameron and Saunders. A few cases of really Superior DINNER SHERRY, shipped by F. W. COSEY & Co. RAY & Co. Hongkong, April 13, 1868.

## For Sale.

EX FRENCH SHIP "PAIX" Direct from Bordeaux. CLARETS.

SUPERIOR quality in Wood, 46 gallons. Dessert CLARETS. Chateau D'Yessan, \$ 9 per dozen. " Léoville, " 13 " " Margaux, " 14 " " Ales.

MEDOC, a Light Breakfast CLARET, bottled by ourselves in Hongkong, each bottle bearing a Seal with the Word "Medoc."

Apply to G. DUBOST & Co. Hongkong, April 17, 1868. 17my

EX STEAMER "AGAMEMNON" SHERRY.

1ST quality, 1 dozen per case, \$10.50.

BRANDY.

Marshall's Extra Fine CHAMPAGNE,

1 dozen per case, \$15.

Marshall's BRANDY, 1 dozen per case, \$10.

Apply to G. DUBOST & Co. Hongkong, April 17, 1868. 17my

EX "AGAMEMNON" SHERRY.

GENUINE Bavarian BOCK BEER, in Champagne Bottles, 3 dozen cases, \$12 per case.

Apply to G. DUBOST & Co. Hongkong, April 17, 1868. 17my

CHAMPAGNE.

ROEDERER, CARTE NOIRE.

The only Champagne awarded the Medal of the First Class at the Paris Exhibition, 1867.

Apply to SANDER & Co. Hongkong, February 27, 1868.

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CHAMPAGNE.

ROEDERER, CAR



Tea, and in Prince Kung's communication as 501 Loads of Tea, was not ours, but the property of a Chinese constituent. It formed a portion of 1232 baskets weighing PIs. 887, shipped per *Hirado* at Hankow on 2nd May 1866. It was not "dust" in the literal sense of the word, nor yet was it Tea **茶葉** (*cha' ep*) enumerated in the Tariff. It was, however, described to the Customs authorities at Hankow by its true denomination in Chinese (the character for which we have not at our command at present). Its value in July 1860 was Th. 4 per picul (or considerably less than the value of Tea dust), and the market to which our Chinese constituent was destined of shipping it was Tientsin. This however he was unwilling to do if compelled to pay export duty at the rate charged on Tea—Tls. 2.5 per picul; and consequently this particular merchandise, of which the so-called Tea dust or spurious Tea formed a portion, became the subject of special negotiation between our Agent and the Foreign Commissioner of Customs at Hankow. About that time Mr Giquel, the Commissioner, was exerting himself to obtain a remission of duty on Tea dust and Tea of inferior or spurious quality, and when our agent first applied for permission to ship off the produce in question, he was told by Mr Giquel to await a further development of his negotiations with the higher authorities. During this interval Mr Giquel was supplied with a sample of this particular article, and he was informed in writing by Mr Ringer, of the firm of Messrs Drysdale Ringer & Co., of Hankow, that it was "prepared Tea refuse, not all Tea but containing nearly two thirds of other kind of leaf" and that it was "of much less value than Brick Tea, for which the Tariff is 6 mace per picul." To a subsequent application to the Commissioner of Customs to ship off our constituent's merchandise, (of which the parcel described by Mr Ringer as above form a portion) our agent received the following written reply:

"You can send your application for the Tea dust; the duty instead of being Ths. 2.5 per picul, will be Ths. 1.25." This occurred on the 2nd May 1866. All negotiations between Mr Giquel and our agent had reference to this particular kind of spurious Tea or so-called Tea dust only, and no question can therefore arise as to the identity of the parcel. Acting upon the authority of the Commissioner, application was made by our agent to ship of 1,232 packages, in the English application called Tea Dust; in the Chinese document by its special character. The permit was granted and the packages shipped at Hankow, under the surveillance of a Foreign sidewaller who inspected their contents, took a muster of the same to the Custom House, and reported the shipment at that office as "Tea Leaf." Duty was paid by our agent at Hankow at the rate of Th. 1.25, or half the rate chargeable on Tea. The shipment was brought down per steamer *Hirado* to Shanghai, and that portion which is specially the subject of this letter was shipped per *La Vierge* to Tientsin.

On arrival at Tientsin the coast trade Duty was leviable and our agent demanded the right of passing the shipment at half the rate due on Tea, or mace 6.25. The Customs authorities however hesitated, but they accepted a cash payment at such reduced rate and demanded a Bond from our agent for an equal amount, pending reference to the Imperial Commissioner, H. E. Chung How. Mr Mongan, H. M.'s Consul, exerted his influence in favor of our view of the case, but the Commissioner Chung How decided that the matter required further reference to Peking. This reference with the usual result. On the 12th July, Mr Mongan addressed the following letter to our agent.

"J. HANNA, Esq.  
"I am requested by H. E. Chung How to inform you that the Foreign Board at Peking have decided that the Tea imported by you ex *La Vierge* must pay the full half duty of Ths. 1.25. The Superintendent of Customs at Hankow will have to make good out of his own pocket Ths. 1.25 per picul on this same Tea on account of undercharge Export Duty at that port."

Your obedient servant,  
(Signed) J. MONGAN.

It was after this decision in Peking that we were called upon to make good in Hankow, the difference between the half duty paid on exportation in May and Ths. 2.5 per picul leviable on Tea. This we persistently refused to do, except under compulsion through the proper channel, as such payment on our part might have been construed as a tacit admission of error in our dealings with the Customs authorities. It was competent for the Commissioner of Customs to prefer his claim through Her Majesty's Consul, but he did not do so, and the additional duty, subsequently demanded, to this day remains unpaid. We may here mention that for our own satisfaction and that of Mr Giquel, we obtained in August 1866, from Tientsin under British Consular seal, a muster of our shipment per *La Vierge*. It was forwarded to Hankow and there exhibited to H. B. M. Consul and to Mr Giquel, who admitted it to be the same as that which we had applied for leave to export at the reduced rate of duty.

A perusal of the above facts will, we trust, set us right in the opinion of the public as regards the fraudulent intention laid to our charge in the Imperial communication and adopted by Sir Rutherford Alcock. So far from my concealment on the part of our agent at Hankow having been practised, it will be seen how investigation was courted and how the disapproval of the action of the Customs authorities at Hankow by the board at Peking, has been construed into an attempted fraud on the revenue by us.

We purpose taking the earliest opportunity of laying our case before Sir Rutherford, but meanwhile we are compelled in justice to ourselves, to beg of you to insert this letter in your paper.

We are, Sir, your obedient servants,  
DENT & CO.  
Shanghai, 27th April, 1868.

#### MY FIRST SEA VOYAGE.

BY JAMES D. MCABE, JR.

When I was eighteen years old, I was apprenticed to a carpenter in the city of Philadelphia. My parents were in very moderate circumstances, and were among the Quakers of that city. I had always wanted to be a sailor; but my parents hated the calling, which, in their eyes, was connected with every description of wickedness, and insisted that I should learn some honest trade. Accordingly they bound me out to a carpenter also a Quaker. I verily say, that had been wiser in their choice of the man to whom they gave me, I should have submitted to their will, but they bound me to a hard and cruel master. He used me unkindly, and I soon learned to hate him. I resolved at last to leave him, and as I knew that the law would compel me to return to him as long as I remained within his reach, I determined to carry out my long cherished wish, and go to sea. I left his house on Sunday morning, and strolled down to the Delaware, determined to see if I could not find some means of escaping from my bondage. As I loitered idly on the wharf I was startled by the splash of oars and a voice calling me. Looking around, I saw a large yawl in the river just below, pulled by six oarsmen. A stout, red-bearded man, evidently in command of the boat, sat in the stern, steering.

"Halloo, lad!" he shouted. "Are you looking for a ship?"

"I replied in the affirmative, and he at once informed me that he was the master of a fine vessel about to sail for the Mediterranean, and that he was in want of another hand. The wages he offered seemed immense to me, and I at once closed with his proposition. As I had brought a bundle of clothing with me, I had no need to return home for anything, and I took my seat in the boat, which shoved off and proceeded down the river. The captain told me he would soon make a sailor of me, and that he had no doubt I would make many friends among the crew. The ship was lying in the river a short distance below the town of Chester, and would set sail as soon as we joined her. The captain seemed to be a pleasant sort of fellow, and I thought myself fortunate in shipping with him. So far as I was concerned, I was fortunate. He was a kind-hearted, generous man, and treated his crew in a manner that made him very popular with them.

"We reached our ship in a couple of hours or so, and at once dropped down the Delaware. By the next morning we had cleared the Capes, and were standing out to sea. I went through the usual initiation of all landmen, a severe spell of sea-sickness, and when I recovered set myself to work enthusiastically to learn my new profession.

"First I would talk with some of the old salts about our destination, which I supposed was the Mediterranean, and I frequently noticed the singular expression which came over their faces as they listened to me. I supposed, however, that they were simply asserting their superior wisdom in this way, and as I was a greenhorn, I was ashamed to confess my ignorance by asking them what it meant.

"The first inkling I had of the true nature of my calling came only at the end of our voyage. Late one afternoon we made land in the distance, and by dark we were close to shore. I noticed a great deal of bustle and activity on the ship, but this I supposed was simply the usual attendant of the end of a voyage. The captain told me I might turn in early as I was a now hand at the business, and I availed myself of the deck, expecting to see the harbor of some great European port. I almost staggered with astonishment at what I beheld. The ship was riding quietly at anchor in a narrow river. On either side of the stream was a thick forest, the luxuriant and tropical beauty of which told me at once that the scene was not European. A bright-hued bird was singing in the branches of a tree that leaned far over into the water, and on the opposite bank a couple of monkeys were squatting in a palm-tree, gazing at the vessel with an expression of cunning intelligence. I gazed at the scene in utter bewilderment, and when I could command my tongue, I turned to an old sailor who was standing near me, and said:

"'This is Africa!'"  
"Yes," he answered, dryly, "this is Africa, youngster. It isn't much like the place you thought you were bound for, but there's a heap more monkey here than there."

"And this ship is a slaver!" I exclaimed excitedly. "I have been deceived!"

"So it seems, my lad," said the old man, and the additional duty, subsequently demanded, to this day remains unpaid. We may here mention that for our own satisfaction and that of Mr Giquel, we obtained in August 1866, from Tientsin under British Consular seal, a muster of our shipment per *La Vierge*. It was forwarded to Hankow and there exhibited to H. B. M. Consul and to Mr Giquel, who admitted it to be the same as that which we had applied for leave to export at the reduced rate of duty.

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DENT & CO.  
Shanghai, 27th April, 1868.

"At the end of the twelfth day the captain announced that we would be off in a day or two, and gave orders to have the water casks taken ashore and filled with fresh water. The casks were at once brought out and carried to the land, and the work of filling them was begun.

"The next day we received information from the lookout on the coast that a large war vessel was off the mouth of the river, and that her boats had been reconnoitering the entrance to the stream. This news determined the captain to sail at once, and orders were given to be ready to drop down the river that night. When it was fairly dark, all of our preparations having been made, we weighed anchor, and stood down the stream under light sail. All hands were on the alert to discover the first signs of the war vessel, but we passed out of the stream and got to sea safely. The captain was in high glee at this, and was loud in his predictions of a speedy and successful voyage. We were bound for the Florida coast, where our human cargo was already engorged.

"The weather was intensely hot, and I

was sure that the poor negroes were suffering terribly in the close hold of the ship. They were regularly supplied with water, however, and were permitted to come on deck for an hour at a time in parties of ten or fifteen, but the number on board was so large, that even with this privilege they were compelled to remain in the hold two and three days at a time. In a few days a sickening stench began to come up through the gratings of the hatches, and soon afterwards the number of captives began to decrease. From one to four black corpses were thrown overboard every day, and seized ravenously by the terrible sharks that followed in our wake. I asked one of the men how many of the negroes generally died on the passage, and could not repress a shudder of horror as he replied coolly, 'Some half, sometimes more or less than half.'

"The negroes in the hold had been quiet for some time, and the captain ordered the hatches to be taken off that the poor devils might have air. There was no lack of it now, he said, and he wanted them to have a breathing spell. The order was obeyed with alacrity, and though we could scarcely keep our feet on the decks, we exerted ourselves to the utmost to save the poor wretches we knew were perishing below.

"As the main hatch was opened we started back with a cry of alarm and horror. A dense and sickening smoke poured through the grating, literally driving us from it. 'My God!' groaned the mate. 'They have fired the ship.'

"I sprang to the grating and called loudly to the negroes below, but no voice answered. The horrible truth then burst upon me in all its terror. The negroes in their madness and despair had set the ship on fire, and had perished by the foul air and the smoke. This was not all. Their revenge had involved us as well as themselves, and we were on a burning ship in the midst of a terrible hurricane. I stood stupefied with horror as I realized these things. I was aroused by the voice of the captain shouting, excitedly:

"'Down with the hatch. Quick, there! Make it fast. We may suffocate the fire in the hold if we can keep the air from it. Down quick, I say, for your lives!'

"The covers were fastened down in an instant, and heavy tarpaulins nailed over them. The other hatches had not been raised, but we covered them in this way also, hoping to shut out the air from the hold. Our situation was terrible, and we fully realized it, and exerted ourselves to keep down the fire. We might have passed through the gale in safety, but I had little hope of being able to keep down the flames. Then the thought that there were several hundred dead men below my feet, and that I had helped to bring them to their death was horrible.

"My worst fears were realized. The opening of the hatch had given the fire an advantage which was destined to prove fatal to us. In an hour I could feel, or I fancied I felt, the deck growing hot. I mentioned it to the captain, and received a savage command to mind my own business.

"In another hour, and when the storm was at its height, the smoke began to come through the cracks between the planking of the decks. The heat melted the pitch used in caulking them, and these seams became a source of supplying the fire with air which we could not prevent. Indeed the crevices grew wider as the heat shrunk the planks, and in half an hour more the deck was covered with a thick sickening smoke, and in some places the bright red glare of the flames was seen. It was in vain that we threw water over the decks, in vain that the waves would occasionally wash over us. The flames had gotten too fat a start to be checked, and we knew there was nothing but death in store for us.

"All efforts to extinguish the fire were now abandoned, and the crew commenced to prepare the boats. A lurch of the ship washed one away, and the other was found to be unfit for use. I never saw such despair as I read that day on the faces of those sailors. I felt some one touch me on the arm, and looking around, I saw the old sailor who had advised me to make my bargain.

"'Come with me, lad,' he whispered. 'Every man must save himself now. But, I cannot let you die here without trying to help you.'

"I followed him along the deck. We paused at one of the water casks which had been temporarily stowed amidships. He had driven the bung in to it after emptying it of water, and had lashed two ropes to it, while the rest had been busy about the boats. Obeying his instructions I fastened one of the ropes about my waist, and he made the other fast to his own body. No one noticed us, and taking advantage of this we moved the empty cask to the bulkhead, and jumped with it into the sea, and clinging to the cask as it floated away on the waves.

"It's our only chance for life, lad," said the old sailor, gloomily, "and it's a very slim one."

"No one had seen us, and we floated away from the ship, leaving our doomed messmates in utter ignorance of our fate. In half an hour we saw the flames burst through the deck of the vessel and mount up towards the masts. We watched the fire until the slaver was burned to the water's edge, and saw it settle down under the waves. The great crime against humanity had been avenged, and the career of the slaver was ended.

"For two days and nights after the storm had driven us ashore we floated about on our cask, and at last, when we had abandoned all hope of ever seeing land again, we were picked up by a vessel bound for England.

"We did not tell the character of our ship, and were kindly treated until we reached England, where we soon found a vessel bound for New York, on which we took passage for home.

"Under the name of Augustosch (son of Augustosch) M. de Kotzebue, Russian Charge d'Affairs, at Baden, and son of the celebrated German author of that name, is at this moment obtaining a grand success at the Carlsruhe Theatre with a three act comedy, called "Two Sinful Women." This is the third attempt of M. Kotzebue as a dramatist.

"A force that was terrible beyond description. The vessel quivered like an open lead, and for a moment I thought the end of our voyage had come. The sky grew black as night, and to this there succeeded a dull indistinct light, which was, I thought, worse than the darkness had been. The sea became covered with a yellow froth that boded no good to us. The wind blew hard in our own waters, but it gave only a low moaning sound that made our hearts quail with dread. The ship was under bare poles when the squall struck us, but we drove along like a race-horse.

"The negroes in the hold had been quiet for some time, and the captain ordered the hatches to be taken off that the poor devils might have air. There was no lack of it now, he said, and he wanted them to have a breathing spell. The order was obeyed with alacrity, and though we could scarcely keep our feet on the decks, we exerted ourselves to the utmost to save the poor wretches we knew were perishing below.

"The lot is registered in the Land Office as inland lot 241 A, contains 1,540 square feet, and the Annual Crown Ground Rent is £2 2s.

For further particulars apply to

CARLOWITZ & CO.,  
Hongkong;

or to H. D. MARGESSON,  
Rua Central, Macao.

Hongkong, April 11, 1868.

TO BE LET.

ON A LEASE.

THOSE 3 Substantially-built HOUSES,  
in Tai-ping-lan Street, Nos. 16, 18,  
and 20, at the head of West Street.

Those HOUSES were entirely re-built in 1866 and are close to the New Gambling House in No. 100 Hollywood Road. The same command a view over the entire harbour.

The Lot is registered in the Land Office as inland lot 241 A, contains 1,540 square feet, and the Annual Crown Ground Rent is £2 2s.

For further particulars apply to

CARLOWITZ & CO.,  
Hongkong;

or to H. D. MARGESSON,  
Rua Central, Macao.

Hongkong, April 11, 1868.

TO BE LET.

ON A LEASE.

LL that Large Plot of GROUND at West Point, near the Sailor's Home and enclosed by a substantial brick wall, known as the French Marine Lot and registered in the Land office as Marine Lot No. 199. Measuring on the Praya and the South side, each 170 feet, and on the East and West sides, each 250 feet; containing 42,600 square feet.

This plot of Ground facing the Praya is admirably adapted for a Coal or Timber Yard, or for a Ship Building or Manufacturing Establishment.

For further particulars apply to

CARLOWITZ & CO.,  
Hongkong;

or to H. D. MARGESSON,  
Rua Central, Macao.

Hongkong, April 11, 1868.

TO BE LET.

ON A LEASE.

A HOUSE in Queen's Road, commanding a good view of the Harbour from the North side. The House contains eight good Rooms with Bath Rooms, Verandahs, front and back, Kitchens, Servants' Rooms and Godowns on ground Floor.

Apply to

TURNER & CO.,  
Hongkong.

Hongkong, February 8, 1868.

TO BE LET.

ON A LEASE.

## THE CHINA MAIL.

## Houses and Lands.

TO BE LET,  
TOGETHER ON A LEASE,  
OR TO BE SOLD.  
3 Substantially-built HOUSES,  
Kai-ping-shan Street, Nos. 16, 18,  
the head of West Street.  
OUSES were entirely rebuilt in  
close to the New Gambling  
No. 100 Hollywood Road. The  
and a view over the entire har-  
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Lot 241 A, contains 1,540 square  
the Animal Crown Rent:  
her particulars, apply to:

CARLOWITZ & Co.,  
Hongkong;  
to H. D. MARGESSON,  
Rua Central, Macao,  
ng, April 11, 1868.

## TO BE LET.

Large Plot of GROUND at  
Point, near the Sailor's Home  
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the Land office as, Marine Lot  
Measuring on the Praya and the  
each 170 feet, and on the East  
sides, each 250 feet; containing  
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Carlowitz & Co.,  
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Turner & Co.,  
Hongkong;

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ng, April 11, 1868.

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Large Plot of GROUND at  
Point, near the Sailor's Home  
by a substantial brick wall,  
the French Marine Lot and re-  
the Land office as, Marine Lot  
Measuring on the Praya and the  
each 170 feet, and on the East  
sides, each 250 feet; containing  
are feet.

Turner & Co.,  
Hongkong;

to H. D. MARGESSON,  
Rua Central, Macao,  
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Rua Central, Macao,  
ng, April 11, 1868.

## No. 1533.—MAY 4, 1868.]

## THE CHINA MAIL.

## Docks.

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

CAPITAL.—\$750,000.

1,500 SHARES, OF \$500 EACH.

THE COMPANY'S DOCKS at ABERDEEN and WHAMPOA are in full working order, and the attention of Ship-owners is respectfully solicited to the advantages which these Establishments offer for the Docking and Repair of Vessels.

The following description of the Premises is submitted for the information of the Public.

ABERDEEN DOCK.  
DOCK No. 1.

Built of GRANITE.

Length, 330 feet.

Breadth, 80 "

Depth of Water at Spring Tides, 18 "

do, Neap Tides, 16 "

DOCK No. 2.

Built of GRANITE.

Length, 400 feet.

Breadth, 90 "

Depth of Water at Spring Tides, 24 "

do, Neap Tides, 21 "

DOCK No. 3.

Built of GRANITE.

Length, 550 feet.

Breadth, 90 "

Depth of Water at Spring Tides, 18 1/2 ft.

do, Neap Tides, 15 "

DOCK No. 4.

Built of GRANITE.

Length, 200 feet.

Depth of Water at Spring Tides, 14 "

do, Neap Tides, 11 "

Fitted with Caissons and Steam Pumps, to ensure safety and despatch in work.

DOCK C.

Built of WOOD.

Length, 200 feet.

Depth of Water at Spring Tides, 14 "

do, Neap Tides, 11 "

Fitted with Caissons and Steam Pumps,

DOCK D.

Built of WOOD.

Length, 164 feet.

Depth of Water at Spring Tides, 12 1/2 "

do, Neap Tides, 9 1/2 "

DOCK E.

Built of WOOD.

Length, 120 feet.

Depth of Water at Spring Tides, 11 "

do, Neap Tides, 8 "

D. and E. are Mud Docks available for small vessels, at very low rates.

WORKSHOPS.

The Workshops on the Premises, both at Aberdeen and Whampoa, possess every appliance necessary for the repairs of Ships or Steam Machinery. The Engineer's Shops are supplied with Lathes, Planing, Screw-cutting, Punching Machines, &c., &c., capable of executing work on the largest scale, and Blacksmith's Shops are equally well supplied with plant, and the work is entirely carried on under the supervision of experienced Europeans.

Powerful Lifting Shears stand on a Jetty alongside where vessels can lie in 24 feet water and take in or out boilers, masts, &c.

BOILERMAKERS' DEPARTMENT.

The company in addition to executing Repairs are prepared to tender for supplying new Boilers to Steam-ships for constructing which they have great facilities.

FOUNDRY.

Iron and Brass Castings, either for Ships or general purposes, are executed with the utmost despatch.

STORES.

The Company's Stores will (when required) supply at moderate rates all the necessaries for Shipwork, such as Paint, Copper, Canvas, &c., &c.

STEAM TUG.

The Company's powerful Steam Tug (100 Horse-power nominal) is always in readiness to Tow Sailing Vessels from Hongkong to the Dock free of charge, and will take them back or to Sea at reduced Rates.

For further particulars, apply at the Office of the Company, d'Aguilar Street, Hongkong.

PRICE REDUCED

From \$8 to \$5.

C. A. SAINT, or Master of any  
Docks, or in any way respecting  
the Dock arrangements, should address the  
Secretary on the subject—when their  
complaints will receive the immediate attention of  
the Directors of the Company.

Hongkong, October 12, 1866.

JOHN BURD & Co.,  
February 22, 1868.

STORAGE

had in First Class Granite Go-  
dows at Wanchai, on very moderate  
terms, apply to

CHARLES RIVINGTON,  
Messrs. LANDSTEIN & Co's Office,

Stanley Street,  
Hongkong, January 1, 1868.

TO LET.

Houses situated in Queen's Road,  
Stanley Street, and at present occu-  
pied by H. MARSH & Co.

particulars, apply to

THOS. HUNT & Co.,  
Hongkong, December 30, 1867.

TO LET.

Large ROOMS on Second Floor  
in the Offices of the Undersigned,  
in the Road, at present occupied by  
Horn & Co. Possession can be  
the 1st of January, 1868.

particulars, apply to

G. DUBOST & Co.,  
Hongkong, November 6, 1867.

## Shipping in Harbour.

## HONG KONG.

Consignees of Vessels will greatly oblige by forwarding corrections of errors in the following list.

Exclusive of To-day's Arrivals, Departures, and Clearances.

O. on Pedder's Wharf.—W.C., from Pedder's Wharf to Gibb's Wharf.—W., Westward of Gibb's Wharf.—E.C., on Pedder's Wharf to the Military Hospital.—E., Eastward of the Hospital.—K., on Kowloon side.

Vessel's Name and Where Anchored.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
1868.							
STEAMERS.							
Achilles	W.C. Russell	Brit. str.	1550	May 1	Birley & Co	Shanghai	
Cadiz	W.C. Edmund	Brit. str.	816	April 26	P. & O. S. N. Co	Shanghai	
El King	W.C. Pinel	Brit. str.	1044	May 2	Aug. Heard & Co	Swatow, &c.	
Fornaces	W.C. Hookin	Brit. str.	675	April 24	P. & O. S. N. Co	Shanghai, &c.	
Fung Shuey	W.C. Watson	Amer. str.	740	May 3	Olyphant & Co		
Kan Ka Kee	W.C. Yeaton	Amer. str.	313	March 24	A. Heard & Co	Swatow, &c.	
Tigre	W.C. Boileye	Brit. str.	1700	April 23	Messages Imperiales	in dock	
Undine	W.C. Toppin	Brit. str.	386	May 2	Douglas Lapraik & Co		
Yesso	W.C. Ashton	Brit. str.	580	April 23	Douglas Lapraik & Co		
MAY.							
Batavia	K. Hertzler	N. Ger. bk.	366	April 22	Wm. Pustau & Co		
Bolted Will	W. Locke	Brit. bk.	812	April 16	Douglas Lapraik & Co		
Bolvilere	W. Howar	Amer. sh.	1321	March 20	Captain		
Benefactress	E. Eldred	Amer. bk.	524	April 7	Smith, Archer & Co		
Bertha	W. Wagner	Prus. bg.	235	April 29	Wm. Pustau & Co		
Bessie	W. Simmons	Brit. sh.	562	April 27	Chinese		
Black Prince	W.C. Ingles	Brit. sh.	750	April 25	Turner & Co		
Carmarthenshire	W. Hemsworth	Brit. sh.	812	May 1	Holliday, Wise & Co		
Cary & Jane	W. Jansen	Hamb. bk.	412	March 12	Bourian, Hubener & Co		
Chinaman	E. Dunn	Brit. sh.	667	May 1	Holliday, Wise & Co		
Cornelia	W. Bundegaard	Prus. bk.	300	April 24	E. Schellhass & Co		
Cutty Sark	W. Moran	Siam. sh.	475	April 28	Chinese		
Daypring	E. Middleton	Brit. bk.	393	March 19	Russell & Co	Melbourne and S'ney	Early
Deerfoot	W. Carlin	Brit. bk.	499	May 1	Jardine, Matheson & Co		
Eleanor	W.C. Ronaldson	Brit. bk.	496	May 1	Douglas Lapraik & Co		
Eliza	W. Sedgley	Brit. sh.	1378	March 23	Bosman & Co		
Energie	W.C. Angles	Fch. bk.	278	May 2	Wm. Pustau & Co		
Fiery Cross	E. Lamont	Brit. sh.	689	April 13	Jardine, Matheson & Co	Foochow	Early
Flying Cloud	E. Urquhart	Brit. bg.	233	May 1	A. Heard & Co		
Fontenay	K. Crook	Brit. sh.	635	May 2	Borneo Company		
Gravina	W. Camejo	Span. bg.	242	April 23	Remedios & Co		
Glenroy	W.C. Warden	Brit. bk.	337	April 22	Aug. Heard & Co		
Henry Darling	W. Webel	Brit. bk.	412	April 13	Chinese		
Isaac da Costa	W. Kallio	Ital. bk.	600	May 2	Bourian, Hubener & Co		
Jane Woodburn	W.C. McDonald	Brit. bk.	299	April 19	Borneo Company	New York	
Java	W.C. Anderson	Prus. bk.	309	March 31	Arnold Karberg & Co		
Jeannine Alice	W. Moutier	Fch. sh.	1209	March 11	Order		
John L. Dimmock	W. Wenchell	Brit. sh.	1047	March 26	Russell & Co		
John Worcester	W. Knowles	Amer. bk.	611	April 17	Olyphant & Co		
Kadosh	K. Deshon	Amer. bk.	654	May 2	Order		
Labco	W. Smith	Brit. sh.	799	April 19	Jardine, Matheson & Co		
Lessmons	W. Steinke	Brem. bk.	300	May 2	E. Schellhass & Co		
Midnight	W. Brock	Amer. sh.	838	April 30	Olyphant & Co		
Najaden	W. Neilsen	Nor. sch.	290	May 2	Jardine, Matheson & Co		
Navarino	W.C. Wettnog	Brit. bk.	403	March 21	Smith, Archer & Co		
Nellie Abbott	E. Jordan	Amer. sh.	432	May 2	Olyphant & Co		
New Granada	W. Bauer	Brem. bk.	360	May 1	E. Schellhass & Co		
Neville	K. Jackson	Brit. sh.	715	Feb. 16	Turner & Co		
Nile	W. Moss	Brit. bk.	240	April 14	T. Howard		
Nuanu	W.C. Hager	Hawa. sch.	150	May 2	Malchers & Co		
Osborne	E. Stämpfli	Brit. bk.	327	May 2	Messageries Imperiales		
Paramatta	W. Andrews	Brit. bk.	370	April 16	Russell & Co		
Persian	W.C. Thompson	Amer. sh.	1073	April 14	Pacific Mail S. S. Co		
Picciola	W.C. Krall	N. Ger. bk.	253	May 1	Siemens & Co		
Queen of the Sea	E. Reid	Brit. bk.	442	May 2	Douglas Lapraik & Co		
Red Riding Hood	K. Henderson	Brit. sh.	720	May 2	Jardine, Matheson & Co		
Reyndard	W. Emery	Amer. sh.	1029	April 17	Russell & Co		
Ruby	K. Schwulky	Brit. bk.	532	May 2	Carlowitz & Co		
San Lorenzo	W. Lobesma	Span. bg.	220	April 7	Remedios & Co		
Sea Ripple	W.C. Pringle	Brit. sh.	183	April 30	Jardine, Matheson & Co		
Sir Lancelot	E. Robinson	Brit. sh.	884	April 17	Jardine, Matheson & Co		
Sud Assan	W. Buer	Dut. bk.	444	April 28	Order		
Taiping	E. Dowdy	Brit. sh.	707	May 1	Gilman & Co		
Tek Lee	W.C. Kerr	Hamb. bk.	350	April 30	Wm. Pustau & Co		
The Colleen Bawn	W. Allen	Brit. bk.	388	April 4	Arnold Karberg & Co		
Tycoon	W. Mutter	Brit. bk.	352	April 16	Gibb, Livingston & Co		
Undine	E. Seatic	Brit. sh.	798	April 29	Jardine, Matheson & Co		
Villa de Rivadavia	W. Castilho	Span. bg.	261	April 13	Remedios & Co		
Wemys Castle	W.C. Nicoll	Brit. sh.	700	April 26	Birley & Co		
William Chandler	K. Brown	Brit. sh.	700	April 30	Order		
Ziba	W. Bawes	Brit. bk.	513	April 27	John Burd & Co		

## WHAMPOA.

Vessel's Name.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Intended Despatch.
Cataluna	Escudilla	Span. str.	361	April 30	Order		
Danzig	Eldridge	Prus. sch.	289	April 29	Russell & Co		
Kwilk	Lorango	Nor. hg.	131	May 1	Siemens & Co		
Lizzie Allen	Cox	Brit. sch.	300	May 3	Wm. Pustau & Co		
Mathilda	Ramsey	Brit. hg.	252	May 1	Grim & Co		
Patino	Fatona	Span. str.	1200	April 20	Spanish Consul	Tientsin	
Providencia	Natoni	Ital. sh.	614	April 27	Remedios & Co	Manila	
Sultan	Howard	Brit. bk.	399	May 9	Order		

## THE CHINA MAIL.

No. 1533.—MAY 4, 1868.

## VESSELS LOADING.

Destination.	Vessel's Name.	Flag & Rig.	Consignees.	Intended Despatch.
CHINA & JAPAN PORTS—				
SHANGHAI, &c.	Fung Shuey	Am. str.	Olyphant & Co	Midday
TIENTSIN	Mathilda	Br. bg.	Grim & Co	
OTHER PORTS—				
CALLAO	Cary & June	Hm. bk.	Bourjau Hubener & Co	Early
MELBOURNE & SYDNEY	Dayspring	Br. bk.	Russell & Co	
Do	Atrevida	Br. bk.	Rozario & Co	
PORTLAND	Jeanne Alice	Br. sh.	Order	
SAIGON	Tycoon	Br. sh.	Gibb, Livingston & Co	Early
SAN FRANCISCO	Reynard	Am. sh.	Russell & Co	
Do	J. Worcester	Am. bk.	Olyphant & Co	
SINGAPORE				

\* At Whampoa.

† At Canton.

## MEN-OF-WAR IN HONGKONG HARBOUR.

Name.	Flag.	Rig.	Guns	H.P.	Captain.
Algerine	British	gun-vessel			